

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,342 號式拾肆百叁千壹萬壹第 日壹十式月十年六十二緒光 HONGKONG, WEDNESDAY, DECEMBER 12TH, 1900. 參拜禮 號式十月式十年百九千壹英港香 PRICE \$2^{1/2} PER MONTH

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Hongkong, 1st May 1899. [2350]

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CHAMPAGNE GROWERS AND
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Ship only the Finest Quality
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Hongkong, 17th May 1895. [1521]

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34a

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4 [38]

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Hongkong, 2nd July, 1900. MANAGER.

[1029]

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[45]

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Cuisine excellent; under Experienced Ma-

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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[29]

DEATH.
 On 11th instant, at 12.30 a.m., suddenly, at his residence, 14, Arbutnott Road, JANUARIO ANTÓNIO DE CARVALHO, for many years cashier at the Colonial Treasury, aged 70 years. Deeply regretted. [324]

The Daily Press.
 HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 12th, 1900

Viscount CRANBORNE, Under Secretary of State for Foreign Affairs, has stated in the House of Commons that the present disposition of the Shanhakwan Railway is only temporary and that the matter has the attention of the British Government. There is a certain amount of satisfaction to be derived from the latter announcement, as there seemed previously reason for fearing that the matter had altogether escaped our Government's notice. Nothing is known definitely of any protest made against Russian action beyond those mentioned by our Newchwang correspondent in his letter of the 16th ult., which the Resident Engineer of the railway and H. B. M. Consul at Newchwang offered when the Russians occupied without previous notice of intention the terminus of the Shanhakwan line at Yingkow on the 6th October. Not only did they occupy the terminus, but they converted to their use the railway material, explaining after so doing that this was necessitated by the exigencies of war, but that the material would be accounted for at the final settlement. As a result the greater part of the line between Shanhakwan and Newchwang was in the hands of the Russians, while the section westward of Shanhakwan was already occupied by them. We were informed in October that as a result of protests the Russians would restore the line to its owners, but this news was afterwards contradicted and it was stated that it would be under German control. In the state of ignorance in which we are kept by the authorities up north (for the censorship seems undoubtedly to be strongly at work) we do not know how the line north of Shanhakwan, financed by British capital and built as far as it goes by British engineers, is at present managed. It is stated that the westward section, that is to

say the line from Shanhakwan down to Taku, is to be handed over to Germany on the 15th instant. What exactly is meant by "Germany" is uncertain. If, on the one hand, the statement indicates that the railway will be under the control of Count von WALDSEER, as Generalissimo of the Allied forces in China, the arrangement is reasonable as long as danger exists, but the question may be asked, Why was not this expedient adopted at the beginning, so as to avoid the irritation which has been caused by Russia's independent and provocative action? We can hardly suppose, on the other hand, that it is actually meant that the Germans will take the place of the Russians as sole guardians of the line from Taku up to the port of Newchwang. Count von WALDSEER is in North China as the Commander-in-Chief of the Allies and operations there are conducted by him as such.

Lord CRANBORNE also, in his reply to Mr. WALTON, denied generally that British interests had been neglected at Newchwang. In this statement he is not likely to be supported by British residents in China who have any knowledge of recent events at Newchwang. Not only from our own correspondent, but also from every other source from which news of that neighbourhood has come, complaints are strong of the inaction, the positive apathy, of the British Admiral at the time when action would have done much. As it was, the rush for Shanhakwan, ending in the remarkable occupation of the place by a handful of men from H.M.S. *Pigmy*, was practically forced on the British by previous supineness; it appeared to be the only means of preventing the Russians from absolutely dominating every inch of railway line from Peking northward and eastward. The incident was not a particularly dignified one, but in the prevailing state of depression at that British inaction which Lord CRANBORNE denies to be neglect, it served to save wounded national feelings and was consequently magnified in some quarters into a great achievement. The plea put forward by the Admiral in response to a request for a British gunboat at Newchwang, or rather Yingkow, was that none could be spared. This is difficult to believe, but if it be true then there is yet another proof of the inadequacy of our fleet on the Station. British interests there are, or at least were, undoubtedly at Newchwang. It

seems that they are not worth much at the present moment, Newchwang trade being practically at an end. We fear that little trust will be put in the abilities of the Government to foster its restoration. The bare denial of neglect of British interests will, we fancy, leave the public cold and unenthusiastic about the Government's paternal care of British commercial interests in North China. The fact is that Lord CRANBORNE was in the uncomfortable position of having to explain away what was not really susceptible of explanation. That he succeeded ill is little to be wondered at. Undoubtedly there has been neglect of British interests at Newchwang. Whether it will be possible to make up for this in the "final settlement," of which we hear so much now, remains to be seen. Such a consummation will certainly not be attained by denying that such neglect has existed, and this is a point which ought to be brought strongly forward by those at home who are fighting the hard struggle on behalf of the China trade.

A match was played yesterday afternoon at Happy Valley between the Hongkong Hockey Club and a Royal Navy team. The game ended in a draw—two goals each.

A football match was played yesterday afternoon at Happy Valley between "A" Company, Royal Welsh Fusiliers, and an eleven from H.M.S. *Iris*. After a game all in favour of the latter, the sailors won by three goals to two.

A very successful concert in aid of the Royal Naval Canteen was given in the St. George's Hall last evening, when a well-varied programme of instrumental and vocal music was submitted to a large and appreciative audience, which included H. E. the Governor (Sir Henry Blake and Lady Blake). Mrs. Mudie (violin solo) were encored, as also was Mr. G. P. Lamerton. A pleasing and what proved a very acceptable feature was the comic-singing of Mr. F. J. Walwyn, R.W.F. Mr. J. Mossop's recitation "The Bells of Beale" was cleverly delivered. A full report of the concert will appear in our next issue.

We draw the attention of our readers to the notice in another column with regard to the Bazaar to be held on Friday afternoon at the City Hall in aid of the funds for maintaining the Chinese Orphans of the Asilo de la Sainte Enfance. The Bazaar is under the distinguished patronage of H. E. the Governor and Lady Blake. We need not mention that the French Sisters are doing an immense amount of good work amongst the poorer Chinese, and especially in the case of the orphans under their care. We are sure that the charitably disposed members of this cosmopolitan community will readily open their purses to swell the funds of the above-mentioned institution, which is deserving of every support.

The damage by the matched fire at Happy Valley on Monday afternoon figures out at something over \$300. The matched itself was valued at that sum.

H. M. S. *Argonaut* was at Amoy on the 8th inst., and the German cruiser *Bussard* at Swatow on the 10th inst., when the steamer *Formosa* left those ports for Hongkong.

Mr. Smith, the chief Engineer of the steamer *Formosa*, who is well known in the China coasting trade, mysteriously disappeared from the vessel on the 26th ult. while she was at anchor near the Rangoon pilot brig.

According to Shanghai reports, the Allies carried away everything portable from the Western Tombs at I-chow. Only slight damage has been done at the Eastern Tombs. The caravans prudently decamped at the first appearance of the Allies.

Mr. H. C. Ashman, the Manager, appeals to the public for evergreens, Scriptural wall texts, and other seasonal decorations for the Star Seaman's Coffee House, D'Aguilar Street, so as to render the dining and reading rooms bright and cheerful for the seamen visiting them during the Christmas season.

The British steamer *Royalist*, which was in Hongkong a short time ago, has been chartered to the American government as a Philippine transport, together with the *Buckingham*. She was secured by F. Waterhouse, of Victoria, B.C., who re-chartered her to the United States government. The *Royalist* has a capacity of 7,000 tons.

An old and tried friend has returned to Hongkong in the person of Mr. N. Lazarus, the well-known occultist and optician, who, after paying us a visit early in the year, travelled to London, whence he has now returned to the Far East once more. Mr. Lazarus will be found at a new address, for he is now to be consulted in his rooms at the establishment of Messrs. R. Houghn & Co. in our main thoroughfare.

We regret to have to record the sudden death from failure of the heart, at the age of 70, of Mr. Januario A. de Carvalho, which took place at his residence, 14, Arbutnott Road, yesterday morning. The deceased was one of the oldest residents of Hongkong, and was highly respected and esteemed among the Portuguese community. He was for thirty-eight years in the Civil Service of this colony, and his last appointment, before taking his pension about seven years ago, was cashier at the Colonial Treasury. He was also a Justice of the Peace. The funeral took place yesterday afternoon at the Happy Valley, and was very numerously attended by the relatives and friends of the deceased.

The two natives of Madras who obtained Rs. 70,000 from the Bombay branch of the Chartered Bank, on a forged draft purporting to have been issued by the Madras office, as reported in these columns some time ago, have been tried at the Madras High Court Sessions, by the Chief Justice and a special jury. One of the prisoners was a clerk in the Madras branch of the Bank, whose special duty it was to look after the drafts. Both the prisoners were found guilty. The man who presented the draft and received the money was sentenced to seven years, rigorous imprisonment, and to pay a fine of Rs. 7,000. The second accused, his brother, was sentenced to pay a fine of Rs. 5,000. The fines, if recovered, will be paid to the Bank as compensation, and if the money is not forthcoming the prisoners will have a further year's rigorous imprisonment each.

It was stated in a home contemporary that the late Maharajah of Patiala was on an equal footing as regards salutes with the princes of Gwalior, Indore, and Hyderabad. The Nizam, as the ruling monarch of Hyderabad is termed, is the premier prince of her Majesty's Indian Empire, addressed the Viceroy as "My Friend," and is addressed as "My Friend" by the Viceroy, and is entitled to a salute of twenty-one guns. Scindia—i.e., the Maharajah of Gwalior, our recent visitor—is entitled to nineteen guns, but to twenty-one guns within his own territory. The same applies to Holkar—i.e., the Maharajah of Indore. "Scindia" and "Holkar" are titles used just as Mr. Cameron, of Lochiel, on coming into the estates is called "Lochiel." The Maharajah of Patiala was only a seventeen-year-old prince. Great exactitude is preserved in firing off the correct number of guns. Some of the nine-gun chiefs always travel taking two cannons with them, to ensure being properly saluted.

To control the spread of the plague, disinfection is the only compulsory measure adopted in Calcutta, and more than one of the plague doctors within the Indian capital refuse to pin their faith upon the efficacy of disinfectants. They point out, says the Calcutta correspondent of the *Rangoon Gazette*, that rooms in which plague cases have occurred are empty when disinfected, that clothing and the personal effects of patients are never found, that disinfecting operations are confined to the infected room, that more than one room may be infected by a single patient, that it is almost impossible to deal with the quantities of grain and food supplies and other articles stored in infected places. Under these circumstances it is difficult to determine the actual part played by disinfection in preventing the spread of plague in Calcutta.

The Amateur Dramatic Club will occupy the Theatre during the month of February and will give as usual six performances of the comic opera *His Excellency* (by W. S. Gilbert and Dr. S. Ormonde Carr) on the following dates—11th, 12th, 14th, 16th, 21st, and 23rd February. In March the *Belles* Co. are due with a first-rate Comic Opera Company; amongst their most successful pieces being *San Toy* and *The Belle of New York*. In April Mr. Robert Brough's talented company will be with us. *The Gay Lord Quex*, *Lord and Lady Algy*, and other popular pieces will be played.

The damage by the matched fire at Happy Valley on Monday afternoon figures out at something over \$300. The matched itself was valued at that sum.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 11th December, 8.16 p.m.

NEW GOVERNOR OF KIANGSU.

Sung Shau, the New Governor of Kiangsu, was lately Governor of Kiangsi, where thirty-eight Roman Catholic Mission stations were rioted, only three being spared.

THE IMPERIAL COURT—DOWAGER'S THREAT.

A Hsianfu despatch reports that the Empress Dowager threatens summary vengeance on whoever suggests returning to Peking, while the Emperor is anxious to return.

LONDON, 10th December, 7.50 p.m.

THE GOVERNMENT AND THE SHANHAIKWAN RAILWAY QUESTION.

Relying to Mr. Walton, Viscount Cranborne said that he understood that the present disposition by the Allies of the Shanhakwan railway was purely temporary and that the matter was engaging the Government's attention.

ACTIVITY OF THE EASTERN CHINA RAILWAY CO.

The *Rossiya* announces that the Eastern China Railway authorities have ordered six steamers for the Far East.

REUTER'S SERVICE.

LONDON, 9th December.

GERMANY—GREAT BRITAIN AND THE SOUTH AFRICAN REPUBLICS.

In the German Reichstag, Minister Postawsky, replying to a complaint about the non-reception of Mr. Kruger, said that the Chancellor was responsible for the peace of Germany; perhaps for that of the world, and must not be swayed by popular sentiment.

THE BRITISH ARMY ESTIMATES.

Supplementary Army estimates amount to £16,000,000.

BRITISH SOUTH AFRICA.

Mr. Chamberlain, speaking in the House of Commons, said he expected that a constitutional Government would be possible in the Orange River Colony sooner than it would be in the Transvaal. The institutions of both States would be respected apart from the correction of abuses. Afrikandors appointed to all posts wherever it was safe to do so, and that the Government would do its utmost to hasten a settlement. Mr. Asquith and Mr. Campbell-Bannerman cordially approved of the statement, and the newspapers are unanimous in their praise.

GREAT BRITAIN AND THE CHINA CRISIS.

Viscount Cranborne, in reply to Mr. Walton, denied that British interests had been neglected at Newchwang, and ridiculed the idea of not demanding the punishment of Chinese officials and a money indemnity. He said that the Powers were entitled to a just reparation for their wrongs.

BRITISH SOUTH AFRICA.

In order to prevent foot going to the enemy Johannesburg is being entirely surrounded by barbed wire with only five exits, all of which are guarded. The surrounding country is being cleared and the population all brought within a huge lager on the Race Course.

General Knox, whilst pursuing Commandant De Wet in a most determined manner, had to abandon his baggage and supplies.

LORD ROBERT'S SAILS FOR ENGLAND.

Lord Roberts has left Ceylon for home.

LOCAL MOVEMENTS.

The British transports *City of Cambridge* and *Penarth* left yesterday, the former for South Africa and the latter for Shanghai.

The Japanese cruiser *Izumi* left yesterday for Amoy.

The Italian transport *Gaea* left for Singapore.

THE DRAMATIC SEASON.

Playgoers will have a variety of entertainments provided for them during the present season. The Taylor-Carrington troupe play from the 26th December to the 9th January, when the Pollard troupe are due, and the latter hold possession of the boards until the end of that month.

The Amateur Dramatic Club will occupy the Theatre during the month of February and will give as usual six performances of the comic opera *His Excellency* (by W. S. Gilbert and Dr. S. Ormonde Carr) on the following dates—11th, 12th, 14th, 16th, 21st, and 23rd February.

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SUPREME COURT.

Monday, 11th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG v. POON HUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TSUNG SHING FIRM.

This is a claim for \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grish) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

The hearing of the evidence for the defence was continued, and the hearing was further adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PUIENE JUDGE).

ON KEE V. KENNEDY.

In this case the plaintiff sought to recover \$19.75 for work

CANTON.

[FROM OUR CORRESPONDENT.]

Canton 9th December.

THE ACTING VICEROY PAYS A CALL.

On Saturday, the 8th inst., shortly after 3 p.m., H.E. the Acting Viceroy Tak Hau made an official call upon the Commander of the U.S.S. Monterey, in a flower-boat towed by a Chinese gunboat, the usual salute being fired. It was about 3 p.m. when he left.

A MILITARY OUTRAGE.

Some time last week two Chinese soldiers in uniform took passage on board the passenger boat *On Lee*, towed by steam-launch from Canton to Fuzhou. When one of the boatmen went round to collect the passage money, and asked them to pay, they said they were soldiers and insisted upon a certain reduction, to which the boatmen refused to accede, as of late there have been many insults who palm themselves off as soldiers and wearing uniforms attempt to defraud the passenger boats in this manner. He added that if they refused to pay their full passage money he would take off their clothing and keep it as a guarantee for payment. Seeing that they were no match against a number of crew, the soldiers left on board two pairs of old shoes, promising to call the next day to pay their passage and redress the articles. Sure enough, they came the following day, and brought with them ten or more soldiers set upon the captain of the boat, the money-collector and a few of the crew, and assaulted and wounded them and then decamped.

CONTRETEMPS AT A WEDDING.

According to marriage etiquette in Canton (there being different etiquettes in different districts and provinces), on the day of wedding the bridegroom sits at the table to take dinner with his guests two or three hours before the arrival of the bride, and the guests generally do their best to force the bridegroom to drink plenty of *sankhu*, make him drunk, take him away and lock him up, so as to exact a ransom to pay for another feast. For without his to perform the ceremony of knocking at the door of the bridal chair, the bride who is hemmatically shut up and well barricaded in the chair, in which she can hardly breathe, is not allowed to get out, and there she may remain for hours. Now there was a wedding in the family of Lee in Homan a few days ago. Shortly before the arrival of the bridal chair with bride in it, the bridegroom mysteriously appeared. Search was made everywhere, ser and amans sent round to look for him in opium-dens, restaurants, convents, mories, houses of ill-fame, etc. Rewards offered to whoever should bring him. Some started a theory that he had thrown himself into the river to avoid a disastrous fate; others that he had turned priest; and that he was kidnapped by robbers, and that he was Chutoshan. But the fact of the matter is that he went into a gambling-house, played, having lost a few hundred dollars which had not been paid, was kept by the gambling-house closely imprisoned in a small dark room, his relatives came to pay for his lost sum. Meanwhile the bride was shut up in a bridal chair for hours, covered with a red cloth which covered her from head to waist her fate.

CRICKET.

A cricket match between Teams from H.M.S. *Tamar* and the R.W.F. will be played at Club Ground on Thursday, commencing at 10.30 a.m. The following is the team from H.M.S. *Tamar*:

Lieut. Strong, R.M.L.I., I. Hazel, R.M.L.I., Engs. Sutton, R.N., Shetts, R.N., Mr. Baggs, R.N., Rev. G. R.N., H. Bear, C. Hill, P. Woods, G. St. and J. Pollicott.

HONGKONG VOLUNTEER CORPS.

"A" COMPANY.

The December competition took place at Kowloon on the 9th inst., when Gunner Edwards scored his first win on the 1st Cup and his second on the No. 2 Cup. The following are the results:

200	500	1000	H. cap. Tl.	
Gun. Edwards	19	25	21	93
Sgt. Major Lammiert	29	30	26	91
Capt. Sanders	23	18	14	85
Bomb. Wadehouse	22	19	23	78
Gun. Hursthouse	21	23	13	75

AN IMPERIAL SCREE.

TUNG FUHSIANG AND NATIONAL AMENITY.

The following decree, issued on the 3rd inst., deals with the cashiering of General Tung Fuhsiang. We are indebted to the N.C. Daily News for the translation:

Tung Fuhsiang, Provincial Commander-in-Chief of Kansu, while in command of said province, succeeded in gain great fame for the manner in which he suppressed the recent Mohammedan rebellion, & on the other hand, he is ignorant of international amenities. In consequence of this, however the Throne desired to continue and preserve friendly relations with Foreign Powers. Tung Fuhsiang, in his ignorance, always displayed roughness and impetuosity, often at variance with the wishes of the Throne, for such conduct the said Tung Fuhsiang ought to be punished severely, but consider the strategic importance of Kansu province and his intimacy with the requirements of said territory, we hereby deal leniently with the said Commander-in-chief and merely cashier him of his rank and title while he is allowed to retain his post. We have already ordered the punishment of 5,000 men of his army, and we hereby command him to take charge of those that are left, namely the several battalions of his personal troops, and leave forthwith with them for Kansu to guard the various important points there. The further favour of the Throne will depend upon the said Tung Fuhsiang's future conduct.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is BOWLAND'S MACASSAR OIL, which closely resembles the oil nature nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. All in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for BOWLAND'S MACASSAR OIL, of Hatter Garden, London.

CORRESPONDENCE.

[We do not ourselves responsible for the opinion expressed by our correspondents.]

THE MILITARY BOARD AND MALARIA.

TO THE EDITOR OF THE "DAILY PRESS" Sir,—I regret he should have thought of him verbatim. My expression "the air had been much maligned" was intended summing up of Mr. May's opinion expressed on various occasions at the Board, and I think not an unfair description of what he has again written in his despatch to you. When at the last meeting, it was out that the question of dealing with junks was simply a practical application of the methods of "Proventive Medicine" and therefore evidently the duty of the Board. I think this was the point of Mr. May's "this should be left to the Medical Department or some such works." I certainly told him to say "the Board had already done" Evidently our views are still too far apart.

Whilst my proposal is a simple one for stamping out malaria in inhabited localities (the intelligent use of a wide barrel of cement frequently suffices), the President will be satisfied with nothing but a grand scientific research to be conducted by Government (kudos) on a question that has been already proved "up" to the bone. Yours, &c.

WILLIAM HARTIGAN.

RECENT FIRE: A REPUDIATION.

THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th December.

Will you be so kind as to insert this in your paper headed "Outbreak of Fire." I commenced its perusal with great expectation of reading at least a small tribute of praise to those bluejackets who, regardless of the risk they ran, and the damage to their clothing, endeavoured their utmost to render assistance. Instead of such, judge of my amazement, sir, at the following words: "But for the interference of a number of bluejackets . . . the outbreak would have been subdued before ten dollars' worth of damage was done." May I beg, sir, as a start, being myself one of those undisciplined and interfering bluejackets, to entirely, and emphatically deny any impeachment, and demand, in justice to myself and comrades, of both Army and Navy, that the gentleman who asked myself and chums' assistance in rescuing books and other articles, and also those policemen and Hongkong populace who saw our efforts, both inside and outside the building, to quench the flames—may I ask them to show slight appreciation of such by supporting this our protest? In order to support my denial, may I venture to trespass on your space by giving a short and concise account of events from the first alarm to the finish.

I and my chums arrived on the scene within a couple of minutes of the alarm, to find on such arrival no sign of fire-brigade, either Chinese or European. Shortly afterwards a few yellow, frantic, undisciplined, mob of Chinese, with hose and like apparatus, made their appearance, but, either from timidity or total lack of intelligence, did nothing save gaze up at the fire, utter most discordant noises and rush about like madmen. I dare venture to assume that no one will deny that, had it depended on their assistance alone, the fire might possibly have been extinguished, say by next Christmas. However the "Bluejacket mob" having a little method in their madness, managed somehow or other to connect the hose, but owing to total incapability to understand the orders on the part of the Chinese—they could not manage to get the water switched on.

At length, appearance of the European fire brigade—most probably including in their midst the gallant person your informant of "eight years' standing." By dint of much brawling, and gesticulating, they managed to get the water switched on, and it being more than they could manage to hold the hose, some of us miscreants assisted them, while myself and two chums, in answer to a gentleman's request, helped him to save some books and papers on which he appeared to place some value.

THE CHINESE AND FOREIGNERS.

It was utterly untrue and absurd to say that the people of China were hostile to foreigners. There were roughs in China as there were hoodlums in Great Britain; and when people were starving, as they had been starving in the north of China, one could not be surprised that terror and confusion should, to a certain extent, result. But the general disposition of the Chinese, he said advisedly, was to be civil to foreigners, to trade with them freely and fully, and everything depended upon the disposition of the Chinese Government, and the influence which it exercised on its subordinate officials, whether life was rendered safe in China, or whether it was rendered unsafe. At the same time it might be incumbent upon us and on the other nations of Europe to recast in some measure the missionary policy which we had been pursuing in recent years. He doubted whether it had been a wise step to allow many hundreds of young unmarried women to go to the interior of China, and he was certain that it had been a most ruinous and false step for any European Power to demand for its missionaries the recognition of their civil rank, a proceeding which had given serious cause of offence to the just prejudices of the Chinese people. In the next place, we asked absolute freedom and equality from Manchuria to Yunnan. We should have no dismemberment of China if we could possibly help it, because it would be a misfortune beyond measure if Europe were to embark upon a policy of appropriation of Chinese territory, and to attempt to assimilate and digest that enormous empire.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is BOWLAND'S MACASSAR OIL, which closely resembles the oil nature nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. All in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for BOWLAND'S MACASSAR OIL, of Hatter Garden, London.

And now, sir, I would conclude by observing that a friend of mine, who watched the scene

THE ANGLO-GERMAN CONVENTION.

We naturally asked ourselves whether the Anglo-German Convention recently made was in the right direction. It certainly took nothing away from Germany. On the contrary it placed Germany in the Yangtze Valley exactly in a similar position to ourselves. To that similarity of position we had no objection whatever; but he would like to know what was to be the position of Great Britain in regard to the province of Shantung. The French commander at Paotung reports that there are still a large number of Boxers in winter months, the Administration Yamen of Shantung has issued a notification ordering the public to bring in any arms they may have to the Yamen within five days. If they fail to do so they render themselves liable to summary punishment.

Nearly 5,000 Boxers having been massed at a town called Lichaho, to the west of Paotung, a few days ago, the allied troops of France and Germany attacked the place and dispersed the Boxers, who lost 1,000.

BLUEJACKET.

THE CHINA ASSOCIATION.

SPEECH BY SIR T. SUTHERLAND.

The annual dinner of the China Association was held at the Hotel Metropole on the 7th ult. Sir Thomas Sutherland President of the Association, occupying the chair. The company of about 250 gentlemen included Mr. Verburgh, M.P., Mr. J. Walton, M.P., Mr. W. Kewick, M.P., Mr. Moon, M.P., Mr. W. Garfit, M.P., General Sir J. Gordon, Major-General Sir Owen Burne, Admiral the Hon. Sir E. Fromanteau, Admiral Sir R. E. Tracy, Vice-Admiral Sir C. Knowles, Sir C. Clementi Smith, the Hon. Eric Barrie, Sir F. Swettenham, Sir A. Dent, Sir A. Wilson, Sir E. Cameron, Mr. Arnold White, Mr. G. Byron Curtis, Mr. J. H. Gwyther, Mr. R. C. Antrobus, Mr. G. Rawson, Mr. J. Walker and Mr. R. S. Gundry, hon. secretary of the association.

The chairman proposed "Prosperity to the China Association," and congratulated the members on the important work which it continued to perform. He said he would be a bold man who would venture to predict what would be the outcome of the great events which had been passing in China during the past few months. He was glad, however, that, in spite of the confusion and trouble which had prevailed, and which was still prevailing in China, our trade with that country had, upon the whole, been of a satisfactory character. No doubt, in the northern part of China, it was receiving at the present moment, as might naturally be expected, a considerable check; but those who were even more conversant with the subject would hear him out in saying that our trade, and more especially our export trade, to China had seldom been larger than during the past twelve months. This was especially gratifying, because we had, now to meet severer competition than in former times—the competition of Germany and America, which were vital factors in connection with the trade of Germany—and, although he did not take either an optimistic or pessimistic view of the position *vis-à-vis* of this competition, he held that we should have in the future a much harder task to maintain our position that we had had in the past. At the same time he did not think that John Bull was in the slightest degree "played out," either in China or elsewhere.

THE SIEGE OF THE LEGATIONS.

He thought he would represent the feeling of those present when he said that they were even more oppressed with something like bewilderment at the tragic occurrences which had recently taken place in China. They knew that trouble was brewing a good many months ago; but never entered into their belief that inflation would carry man to such a length as to make war upon the Powers of Europe, and to attempt by wholesale murder, to chase the foreigner from the soil of China. He passed by the story of the siege of Peking—in which the British Legation played such a memorable part—with its appalling instances of outrage, torture, mutilation, and massacre inflicted upon the missionary bodies throughout Northern China. For those crimes we did not seek revenge; but we sought justice, and we hoped that no quibbles of diplomacy and nounning of mandarin invention would stop the way to that solemn reckoning which must be added to the bloodstained records of those terrible crimes.

LODGE SALISBURY'S DIFFICULTIES.

Every man present would admit that the Government of Lord Salisbury were faced with one of the most difficult problems which Great Britain had yet had to encounter. Lord Salisbury was called upon to sustain, in the widest sense possible, the interest of Great Britain in China, and, at the same time, he was bound, if possible, to avoid anything approaching to a conflict with foreign Powers. They knew the jealousy with which Great Britain and her Empire were regarded by more than one of the Powers of Europe; but they hoped that Her Majesty's Government would grasp this little natal firmly, and that our rights would be fully upheld. We must claim from China, in the first place, some guarantee for the future security of life in that country, whether for merchants, for officials, or for missionaries; and all who had had experience of the Chinese knew that that security depended entirely on the influence and goodwill of the Chinese Government.

THE CONDUCT OF THE WAR.

Mr. F. C. Bernal, writing to the Times on the 9th ult., "draws the attention of Mr. Courtney and his colleagues of the South African Conciliation Committee" to the following extract from an official report made by Major-General Sheridan to the United States Secretary of War:

Woodstock, Va., 9 p.m. Oct. 7, 1864.

Lieut.-General U. S. Grant, I.—have the honour to report my command at this point to-night. I commenced moving back from Port Republic, Mount Crawford, Bridgewater, and Harrisonburg yesterday morning.

The grain and forage in advance of these points had been previously destroyed. In moving back to this point the whole country from the Blue Ridge to the North Mountain has been rendered untenable for a rebel army.

I have destroyed over two thousand barns filled with wheat and hay and farming implements, over seventy mills filled with flour and wheat, have driven in front of this army four herds of stock, and have killed and issued to the troops less than three thousand sheep.

This destruction embraces the Luray Valley and Little Fort Valley, as well as the Main Valley.

A large number of horses have been obtained.

Lieutenant John R. Meigs, my engineer officer, was murdered beyond Harrisonburg, near Dayton. For this atrocious act all the houses within an area of five miles were burned.

P. H. SHEERAN, Major-General.

LATEST STEAMER MOVEMENT.

The N.P. steamer *Victoria* has arrived at Yokohama and sailed for Hongkong on the 11th inst.

CAPTAIN F. C. P. VEREKER, R.N.,

CAPTAIN H. A. LIMPUS, R.N.

CAPTAIN H. M. S. TAYLOR.

For steamers *Hillen*, sailed on the 1st Dec.

For *Marselles*—80 hds. raw silk, 16 cases

1, case curios, 1 case lanterns, 534 lbs. tea.

For *Lyons*—10 hds. raw silk.

For *Antwerp*—120 lbs. oil, 6 cases firkins

1, case curios, 1 case lanterns, 534 lbs. tea.

For *London*—120 lbs. oil, 6 cases firkins

1, case curios, 1 case lanterns, 534 lbs. tea.

For *Paris*—120 lbs. oil, 6 cases firkins

1, case curios, 1 case lanterns, 534 lbs. tea.

For *London*—120 lbs. oil, 6 cases firkins

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For

NEW ADVERTISEMENT
THE ON TAI MARINE INSURANCE
COMPANY, LIMITED.
(IN LIQUIDATION).

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION,

on THURSDAY,
the 20th December, 1900, at 3 o'clock P.M.,
at the Praya, Hongkong.

All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under:

Lot No. 1.—All that very Valuable Corner Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Measurements by Teneriffe's Thirteen known as Nos. 4, 6, 10, 12, and 14, Des Vieux Road West (formerly Nos. 5, 6, 7, 8, 9 and 10, Praya West) together with a right of way over the proposed road, 25 feet wide, at a proposed forming part of the said Reclamation. The Premises contain an Area of 4,520 square feet or thereabouts and as to Sub-section No. 1 of Section D of Marine Lot No. 225 are held for the unexpired term of 999 years from the 26th December, 1871, at the apportioned Annual Crown Rent of \$59.00, as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Measurements or Teneriffe's Thirteen known as No. 16, Des Vieux Road West (formerly No. 11, Praya West) and No. 1 Tung Loi Lane, together with a right of way over the said proposed road. The Premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 225 are held for the unexpired residue of the said term of 999 years at the apportioned yearly Crown Rent of \$24.70, and as to Section A of the Reclamation thereto are held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 225, and having a frontage to Connaught Road of 15 feet 2½ inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Brown. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned yearly Crown Rent of \$40.00.

Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 15 feet 2½ inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,966 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned annual Crown Rent of \$40.00.

Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and an inch or thereabouts and a depth on the West side of 131 feet 6 inches or thereabouts and on the East side of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned annual Crown Rent of \$40.00.

Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting on Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 225 and having a frontage to Connaught Road of 16 feet and an inch or thereabouts and a depth on the West side of 131 feet 6 inches or thereabouts and on the East side of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The Premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the apportioned annual Crown Rent of \$40.00.

Particulars and Conditions of Sale may be obtained of
MESSRS. DEACON & HASTINGS,
10, Queen's Road,
Vendor's Solicitors, and of
MESSRS. HUGHES & HOUGH,
The Auctioneers,
Hongkong, 12th December, 1900. [3127]

NEW ADVERTISEMENTS

NOTICE

M. R. SCHARESH, JEWELLER, of 17, Queen's Road, begs to notify his patrons that owing to sudden sickness he will be unable to attend to business for the next few days.

Hongkong, 12th December, 1900. [3128]

EYE-SIGHT.

M. N. LAZARUS,
Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(E. HOUGHTON & CO.)
(Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in various forms of disease. Glasses specially adapted in youth to those requiring them save and protect the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eyes requiring glasses and a medical cure.

M. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [3128]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"
FROM TACOMA, VICTORIA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent on the value of their goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL & CO., LIMITED,
Hongkong, 11th December, 1900. [10]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"

Captain Hodgins will be despatched for the above port TO-MORROW, the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPEAIK & CO.,
General Managers.

Hongkong 11th December, 1900. [3128]

COMPAGNIE DE NAVIGATION TONKINOISE.

FOR QUANG TCHEAU WAN, HOIHOW,
PAKHOU AND HAIPHONG.
(Taking Cargo at through Rates for HANOI,
NAM-DINH DAP-CAU, VINH, YEN-BAY,
LAOKAY and other Provinces
of TONKIN.)

"HUE,"

Captain Godinou will be despatched for the above port on WEDNESDAY, the 19th instant, at 10 A.M.

The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.

The Saloon and Cabins are lighted throughout by Electricity.

For Freight or Passage, apply to

A. R. MARTY,
2, Pedder's Street.

Hongkong, 12th December, 1900. [3129]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 12th December, 1900. [1443]

FOR NEW YORK.

THE 3/3 L. II British Bark

"R. MORROW,"

Captain Douglass, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to

ARENHOLD, KARBERG & CO.

Hongkong, 12th December, 1900. [3128]

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7. 1. 7. in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received for sum less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

S. D. GROOKENDEN,
Colonel
Chief Paymaster, China.

Her Majesty's Treasury Office.

Hongkong, 12th December, 1900. [3118]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet paid the Call of 33 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

By Order.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th November, 1900. [3133]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, Queen's Road Central, Victoria, Hongkong, on THURSDAY, the 20th day of December, 1900, at TWELVE o'clock Noon, when the abovementioned Resolution, which was passed at an Extraordinary General Meeting of the Company held on the 4th December, 1900, will be submitted for confirmation as a Special Resolution.

RESOLUTION.—

"That the Regulations approved by this meeting and for the purposes of identification subscribed by the General Managers be and the same are hereby approved. And that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereto."

By Order.

A. H. MANCELL,
Secretary.

Hongkong, 5th December, 1900. [3070]

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 4, Pedder Street, Victoria, Hongkong, on SATURDAY, the 22nd December, 1900, when the abovementioned Resolution will be proposed. Should the resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution.

RESOLUTION.—

"That the Regulations approved by this meeting and for the purposes of identification subscribed by the General Managers be and the same are hereby approved. And that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereto."

By Order.

A. H. MANCELL,
Secretary.

Hongkong, 5th December, 1900. [3070]

THE IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000

PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton Hankow

Chefoo Peking

Chinkiang Fungping

Chungkiang Singaporo

Foochow Swatow

Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2% per annum on Current Account daily

balances.

3% per annum on Fixed Deposits for 3 months.

4% per annum on Fixed Deposits for 6 months.

5% per annum on Fixed Deposits for 12 months.

6% per annum on Fixed Deposits for 18 months.

7% per annum on Fixed Deposits for 24 months.

8% per annum on Fixed Deposits for 30 months.

9% per annum on Fixed Deposits for 36 months.

10% per annum on Fixed Deposits for 42 months.

11% per annum on Fixed Deposits for 48 months.

12% per annum on Fixed Deposits for 54 months.

13% per annum on Fixed Deposits for 60 months.

14% per annum on Fixed Deposits for 66 months.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Sh
and General Books, corner Ice H
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having Eur
taught workmen. Equal to Home

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account
Manufacturers, 23 and 25, Queen's
(under Hongkong Hotels).

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street
and Coast Port Buildings, Timb
and Granite.
Mechanics engaged, Estimate

CHEMISTS DRUGGISTS

THE PHARMACY,
10, Queen's Road Central. Far
Dispensing Chemists, Wines, St
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-
tided Waters, Dealers in Pha
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARY'S
Queen's Road Central. Cigars
Wines, Beers, Spirits

CURIO DEALER

KWONG HUNG,
China Porcelain, Crockery War
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Bu
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silks, Mores, Half
Low Prices: 37, 39, Wellington.

SEE WOO,
Tailor, Draper and Outfitter, 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPAN
Proprietors of the following Old
Brands of Flour: "Spur," "Lucky,"
"Golden Gate," "Pioneer,"
"Anchor," &c.

WILLIAM WHIT
FURNITURE WAREHO

A CHEE & CO., Established 1
Every Household Equip
Easterner's Kodak Photo
17a, Queen's Road Co

LI KWONG CONG,
Cabinet-maker, Furniture
decorator and Dealer, 17,
Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents Lipton, L
8 and 19 D'Aguilar St
Provision and General

JEWELER

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch
makers, Japanese Cupid Blackwood
Furniture. Opposite Office, 36,
Queen's Road Central.

MAISON LEVY HERMS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, 1st Road, Paris and Iloilo.

WAN LOONG,
Gold and Silversmiths, Drapers, Crepe
Shawls, Ivory Curries, Bristles, Human Hair, Feathers; 83, Queen's Road Central.

THE LIGHT OF FUTURE
EASTERN ACUTY LIGHTING
COMPANY, Head Office, 62a, Queen's
Road Central. Firms of every description
for the ACUTY LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Exporters.

PHOTOGRAPHERS

A FONG,
The largest and best complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Miniatures, Oil
Paintings, &c.; Ice House Street.

E HING,
Enlarging, Drawing, Printing, Mod
Rate, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Views, etc.; Develop
ment Work. Amateurs' Requisites.

M. MUMBYA JAPANESE ARTIST,
Bronzines and Cigar Engravings. Work
done for Amateurs; 80, Queen's Road Central.

YE CHUN,
Marine and Portrait Painter, 60, Queen's
Road, Upper.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHER

BA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl, also Wan Chai
Amateur's Requirements a Specialty.

PAINTING

ILY PRESS" OFFICE,
rooms read by Englishmen.

SILK GOODS DEALERS

UMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguilar Street, First Floor.

SSIAMULL ASSOMULL,

Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton. Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Sail
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail
makers, &c. Fresh Water supplied to
Vessel in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer
chants, 144, Des Vaux Road.

MORE & SEIMUND

Shipchandlers, Sailmakers, Engineers, Com
mission Agents and General Store
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN

Outfitters, Shirt Makers, Hatters, Hesiers,
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.

Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.

Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents, Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlogue, Manila.

WILLIAM MACLEOD, D.D.S.

DENTIST

BEAONSFIELD ARCADE.

Hongkong, 10th November, 1900. [2861]

COLD STORAGE

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro
vis for Cold Storage at EAST POINT at
lowest rates.

W. PARLANE,
Managed

Hongkong, 17th February, 1899. [189]

FOR SALE

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE
QUISITE.

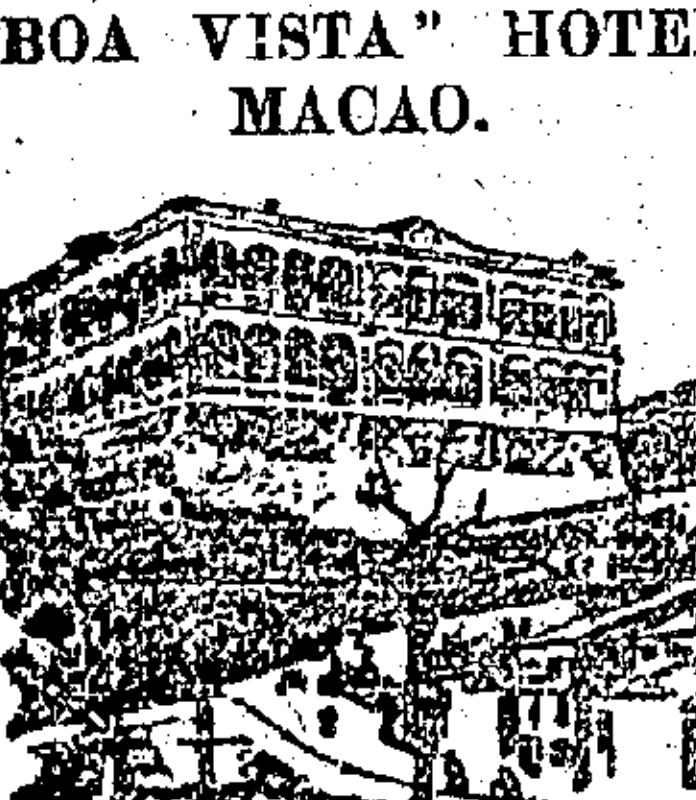
WM. SCHMIDT & CO.,

Gunsheets.

Hongkong, 22nd September, 1900. [1213]

HOTEL

"BOA VISTA" HOTEL,
MACAO.



THE only FIRST CLASS HOTEL in the

Colony. Moderate terms by the day or

month. European Management.

MACAO is distant 40 miles West of Hong

konk, and the journey is made each day (Sun

days excepted) by the Magnificent Saloon

Steamer "HEUNG HAN" in 3 hours, leaving

Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer

and from Canton.

Tourists should not miss the chance of

visiting this famous old City.

For Terms, apply

MANAGER.

Telegraphic Address, "Boavista."

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOGLY.

WHAT WOULD KRUGER HAVE THOUGHT?

Few followers of football outside the confines

of Lancashire and Yorkshire have any complete

conception as to the merits and organisation of

what is called the Northern Rugby Football

Union, which is quite a distinct game and cor
poration from the Rugby Union with its head
quarters in London. Last Saturday one of the

great matches of the Northern Union season

was decided at Rochdale, when the rival forces of

Lancashire and Yorkshire met in battle array in

the presence of over 20,000 people distributed

round a very large oval enclosure. Such a great

and enthusiastic assembly proves conclusively

that Northern Unionism—an embodiment of

that which one of the monthly reviews described

as the warped sporting tendencies of the North—has vitality, and has come to

stay. I was rather struck by the remark of a

man in the crowd. He said: "It's astonishing

what a hold football has nowadays. I should

just like old Kruger to be brought here, blind
folded, and placed in the middle of the field.

Then the bands should be removed from his

eyes, and he would see just one Saturday after
noon gate at one match. Then he should be

told that there were probably a hundred

matches each Saturday where the assemblies

were not less than 1,000, and possibly extended to

30,000. Surely his eyes would be opened and

his dream of killing all the British would

vanish." As this original proposition was made

within earshot I looked to see what number of

men he was. He was just an ordinary work
man with the black grim of metals ingrained

on his horny hands. A gathering of 20,000

people is an inspiring spectacle, and contains

the nucleus of a small army. I notice that

there were also three county matches under the

auspices of the Rugby Union played in large

centres of population. Yet Durham and York
shire at West Hartlepool only attracted 7,000

partisans, Gloucester and Cornwall at Bristol

4,000 onlookers, and Cheshire against Lancashire

at Birkenhead merely 2,000 spectators. There

is no doubt that the League clubs have

excellent reserve teams and competitions arranged

for them. A local player has only to show ability

to be drafted from the reserve into the first

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-morrow.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hides, R.N.E.	P. & O. S. N. Co.	On or about 13th inst.
LONDON, &c. VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSSES	Brit. str.	—	Edmonson	BUTTERFIELD & SWIRE	On 14th inst.
BRIT. MEX. VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP, V. S' POPE, & C.	INARA MARU	Span. str.	—	V. W. Hambridge	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	ENEDET SIMONS	Span. str.	—	Durrade	MESSAGERIES MARITIMES	On 17th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S' POPE, & C.	SKINANO MARU	Span. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
HAVRE, BREMENHAVEN & HAMBURG	AMBIDA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakke	CARLOWITZ & CO.	On or about 20th Jan.
HAVRE & HAMBURG	HUDSON	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK VIA PORTS AND SUEZ CANAL	GLENARTNEY	Brit. str.	—	Hansen	McGREGOR BROS. & GOW	On 17th inst.
NEW YORK	VERONA	Brit. str.	—	Douglas	CARLOWITZ & CO.	On 21st inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	H. Pybus, R.N.E.	SHIRWAN, TOME & CO.	On or about 30th inst.
NEW YORK	R. MOREOW	Brit. ship.	—	W. Frakes	ARNOULD, KARBERG & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. D. Bowles, R.N.E.	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA, B.C. & TACOMA VIA FOOCHEW, &c.	GENOUE	Brit. str.	—	J. McIntyre	DODWELL & CO. LIMITED	On 15th inst.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TARTAR	Brit. str.	—		CANADIAN PACIFIC R. CO.	On or about 31st inst.
PORTELAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	—		ARNOULD, KARBERG & CO.	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 18th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Amer. str.	—		PACIFIC MAIL S. S. CO.	On 27th inst. at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	DORM	Brit. str.	—		O. & O. S. S. CO.	On 5th Jan. at Noon.
AUSTRALIAN PORTS	CARLISLE CITY	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA, KOBE	AIRLIE	Brit. str.	—		GIDE, LIVINGSTON & CO.	To-morrow, at 4 P.M.
KOBE	ROSETTA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
NAGASAKI & VLADIVOSTOK	TSINAN	Brit. str.	—		JARDINE, MATHERSON & CO.	On 21st inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YEDO MARU	Jap. str.	—		SIEMSEN & CO.	On 13th inst. at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	DAPHNE	Ger. str.	—		NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
SHANGHAI	KANAGAWA MARU	Jap. str.	—		EAST ASIATIC TRADING CO.	On 29th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	KINSHU MARU	Brit. str.	—		NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI & JAPAN	CHUSAN	Brit. str.	—		EAST ASIATIC TRADING CO.	On 22nd inst. at 4 P.M.
SHANGHAI & JAPAN	JAVA	Brit. str.	—		BUTTERFIELD & SWIRE	On or about 22nd inst.
QUANG TCHAU WAN & HOIHOW, &c.	HUE	Brit. str.	—		NIPPON YUSEN KAISHA	On about 29th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—		A. R. MATHY	On 19th inst.
SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	—		MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—		Douglas Lapeauk & Co.	On 16th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	YUNSHANG	Brit. str.	—		MITSUI BUSSAN KAISHA	On 23rd inst. at Daylight.
SAMARANG, SOURABAYA	DIAMANTE	Brit. str.	—		MITSUI BUSSAN KAISHA	On 19th inst.
MANILA	SUNGKANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA DIRECT	KAIFONG	Brit. str.	—		JARDINE, MATHERSON & CO.	On 20th inst.
CEBU & ILOILO	HIROSHIMA MARU	Jap. str.	—		SHIRWAN, TOME & CO.	On 17th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	BORMIDA	Ital. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SINGAPORE, PENANG & BOMBAY	SUISANG	Brit. str.	—		NIPPON YUSEN KAISHA	On 14th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA			—		CARLOWITZ & CO.	To-morrow, at Noon.

SHIPPING.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Company's Steamship

"SUSANG,"

Captain Tadd, will be despatched as above TO-MORROW, the 13th inst., at Noon.

For Freight or Passage, apply to

JAEDINE, MATHERSON & CO., General Managers.

Hongkong, 7th December, 1900. [3094]

FOR KOBE.

THE Steamship

"YEDO MARU,"

Captain S. Saito, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHERSON & CO., Agents.

Hongkong, 7th December, 1900. [3095]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUNSHANG,"

Captain Rolfe, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

This steamer has superior accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHERSON & CO., General Managers.

Hongkong, 7th December, 1900. [3096]

FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"DAPHNE,"

Captain Th. Nissen, will be despatched for the above port TO-MORROW, the 13th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 8th December, 1900. [3104]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above TO-MORROW, the 13th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHIRWAN, TOME & CO., General Managers.

Hongkong, 6th December, 1900. [3082]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"

Captain Harder, will be despatched as above on SATURDAY, the 15th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3117]

FOR SHANGHAI.

THE Steamship

"LYE MOON,"

will be despatched for the above port on SATURDAY, the 15th inst., at 5 P.M.

The Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

EAST ASIATIC TRADING CO., Agents.

Hongkong, 8th December, 1900. [3103]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

AMBIDA { HAVRE, BREMENHAVEN AND HAMBURG { About 8th December. } Freight, (London with transhipment in Hamburg)

Capt. A. Wagner { { London with transhipment in Hamburg } December. } Freight.

ARAGONIA { HAVRE & HAMBURG { About 20th December. } Freight, (London with transhipment in Hamburg)

Capt. Forst { { London with transhipment in Hamburg } December. } Freight.

WITTENBERG { HAVRE & HAMBURG { About 30th December. } Freight, (London with transhipment in Hamburg)

Capt. Hempel { { London with transhipment in Hamburg } December. } Freight.

SAMBIA { HAVRE & HAMBURG { About 8th January. } Freight, (London with transhipment in Hamburg)

Capt. Schmidt { { London with transhipment in Hamburg } Jan. 1901. } Freight.

HOLSATIA { HAVRE & HAMBURG { About 20th January. } Freight, (London with transhipment in Hamburg)

Capt. Bakke { { London with transhipment in Hamburg } Jan. 1901. } Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

VESSELS ON THE BERTH
EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
(Calling at TIOMO, PORT DAWSON AND QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st November, 1900. [2448]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENEZIA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain Sartorio, will be despatched as above on FRIDAY, the 14th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 12th December, 1900. [17]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ... On 15th Dec., 3,002 Tons ... at NOON.

S.S. "B. GEENHUS" ... On 25th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 15th December, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th December, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on SATURDAY, the 15th inst., at 4 P.M.

For Freight, Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3044]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain Hasegawa, will be despatched for the above ports on SUNDAY, the 16th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th December, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennefather, will be despatched as above on MONDAY, the 17th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1900. [3114]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY."

Captain E. G. Warner, will be despatched for the above port on MONDAY, the 17th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 11th December, 1900. [2440]

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th December, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 16th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Conditions and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th December, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched as above on THURSDAY, the 29th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1900. [3115]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE."

Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 8th December, 1900. [2383]

CANADIAN PACIFIC RAILWAY

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR."

Captain G. D. Bowles, E.N.E., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA and VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA),

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong.

Hongkong, 10th December, 1900. [3108]

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

VESSELS ON THE BERTH.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 19th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th December, 1900. [2324]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROD. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hanson, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th December, 1900. [3098]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shangha, Nagasaki, Kobe, Inland Sea, Yo-kohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo-kohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shangha, Nagasaki, Kobe, Inland Sea, Yo-kohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship

POST OFFICE NOTICES.

MAILS WILL CLOSE

FOR

PER

DAY AND HOUR.

JOINT STOCK SHARES.

HONGKONG, 11th December.

Milkmaid

BRAND

Milk

Guaranteed
Full Cream.See this
TRADE MARK
on every
tin.

CONDENSED MILK

MILKMAID BRAND

WISCONSIN

MILK

AMERICA

MADE IN U.S.A.

MILKMAID

MILK

MILKMAID

MILK